Married at all to a Rentucky Beiress, Who works a Bivorce Now that He is the Parted Since Last Spring The Lipide Supported Breckincidge in His Convens.

The filing of a petition for divorce by Mrs. Mary Hansom Bullitt against Col. Cuthbert Bul-lie, at Louisville, Ky-on Saturday, marks the end of a two-year romance in which the principals were past the period of middle life and had *Ach been married before. Col. Cuthbert Bulknown throughout the South as a beau in his journer days, and retaining long past threescore years and ten a reputation for gallantry He had been for many years a widower, when toward the end of September, 1892, at the age of all, he disappeared from his home in Louisville collectionally with the disappearance of Mrs. Mary Eanson, the widow of Gen. Ranson and the richest woman in the State of Kentucky Mrs. Ransoni was said to pussess \$1,000,000 she was he years old and very sprightly, and previous to her marriage to Gen. Ransom she had been the wife of Kemp Goodlee, a friend and legal adviser of Col. Bullitt's. Her maiden name was Shreve, and the Shreve, Goodloe. Ransom, and Bullitt families were all prominent in Kentucky. So when the gallant Colonel and the vivacious widow, who were known to be good friends, left Louisville together, Louisville legan to whisper about the fact, and then to talk, and thatly it was boldly said that the couple had gone away to get married. They re-turned in a couple of days and denied the imputation and Mrs. Ransom said: "We are still friends, and nothing more." This was on a Sunday, but at the end of the week the announceent was made that Mrs. Ransom and Col. But if t would be married on the following Monday The wedding on Oct. 3, 1892, was a notable event among the social functions of Louisville.

and was largely attended, although some of the and was largely attended, although some of the bride's relatives remained away from the ceremony. At the marriage feast the Joyousnesswas aided by a plenty of Venve Cliquot, as the correspondents were careful to announce, and they added, 'a more elaborate repast was never served here.' Mrs. Ransom was married in travelling costume, while the Colonel wore his habitual dress, the regulation Southern frock coat and gray trousers. The couple came to New York on their wedding tour. They went to the Hotel Imperial, and here the first trial in Col. Bullitt's new married life occurred. His trunk arrived with the lock torn off, and his diamond shirt stud was missing. "It was a sparkling fellow and quite lighted things up, by gad, sir, 'said Col. Bullitt, 'and, by gad, sir, I propose to find out who is responsible." He thereupon put the hotel and raliroad authorities and some detectives at work on the matter.

responsible." He thereupon put the hotel and railroad authorities and some detectives at work on the matter.

Col. Builtt took occasion while here to write a letter to The Sex refuting some stories which had been sent out from Louisville saying that just before his wedding to the heiress the United States tovernment sent forward for collection a claim of several hundred dollars for a shortage in his accounts when Collector of the Port of New Orleans in 1885, a post to which he was applinted by President Lincoln. The facts were, said Col. Builitt, that when he had sent in his accounts in 1865 he included some charges for extra services, and that after hearing nothing of them for twenty-five years, the claim was returned disallowed several months previous to his wedding. His vouchers had been destroyed by fire, and he paid the tovernment's claim rather than attempt a search of the Treasury records.

Col. Builitt also placed his gallantry in evidence in his letter by taking exception to what he alieged to be a jealous exaggeration of the ages of his wife and himself, and took refuge behind the world-accepted maxim that a woman was no older than she looked and a man than he felt.

Col. Builitt was a Union man during the war, it housed he accounted maxim that a woman ward nearces and believed.

was no older than she looked and a man than he felt.

Col. Bullitt was a Union man during the war, aithough he owned negroes and believed in slavery. He was then in the cotton business in New Orleans, and the people threatened to hang him to a lamp post. A friend asked the Chief of Police if he could protect the Colonel from such a fate at the hands of the mob, and the reply was, "I think I can, sir." The mob then around the Colonel's house numbered 10,000 people, and the Colonel didn't like the Chief's word "think," by gad, and left by the evening train for Louisville. "We all had a drink, sir," said the Colonel, "and by the almighty jingo, sir, I was on my way north at 9 o'clock that night, sir,"

was on my way north at 9 o'clock that night, sir."

Col. Buillit is a believer in the established social customs of the South, including a proper appreciation of fine old Kentucky whiskey, and when he was in New York had lost none of the power of discrimination regarding the beverage.

Col. Buillit's fortunes were sadly crippled by the war, but he retained enough, he proudly said while on his second honeymoon, to live like a gentleman. He entered into an ante-nuptial agreement with Mrs. Ransom waiving all claim to her great estate, "No honorable man could have done otherwise," said he, "and it was made at my suggestion."

Last spring Col. Buillitt and his wife ceased to live together, and his wife's notification to him to leave caused him deep mortification. Her petition for divorce charges him with failure to provide for her and with having circulated unseemly and untruthful accusations about her. Mrs. Buillitt wrote several letters for publication during the progress of the Breckinridge campaign favoring the disgraced Congressman.

BECAUSE HE CHEERED GRANT. John Barry Knocked Senseless at a Strong Meeting.

John Barry, 50 years old, of 401 East Sixtieth street, was passing the State Democracy club house at 1,104 First avenue on Saturday night. A Strong meeting was in progress there, and Farry shouted "Hurrah for Grant," as he was opposite the speaker's stand. The next instant

opposite the speaker's stand. The next instant he received a tremendous blow in the neck that knocked him senseiess. Barry's 10-year-old son was with him. He recognized his father's assailant as James Ward of 333; Esst Fifty-ninth street, and followed him into the club house, when he pointed him out to a policeman. When Ward was arraigned before Police Justice McMahon in the Yorkville Police Courtesterday he produced two witnesses to prove that he was not Harry's assailant. One testified has Ward could not have assaulted Barry, as he was attending to business matters inside the lub house and was not out upon the street at he was attending to business matters inside the club house and was not out upon the street at all. The other winess had not heard this testimony and he swore that he was talking to Ward on the street, half a block away, when the affair took place.

Justice McMahon smiled significantly upon hearing this testimony and committed Ward in \$500 bail to answer.

He Stabbed a Child.

Horco Arbino, an Italian, of 22 Cherry street, was arrested yesterday afternoon charged with stabbing Floraic G. Mooney, 9 years old, of the same address. The child was sweeping and the dust entered Arbino's apartment opposite. He grabbed a penknife and plunged it into the child's cheek, inflicting a severe wound.

DIED.

BERMINGHUM, On Nov. 3. Ann. beloved wife of Richard Berminghum. Funeral from her late residence, 1,732 Amsterdan

av., Tuesday, Nov. 6, 7:30 A. M. Interment, Dover, N. J. Of DIN .- At his residence in London, Sunday, Nov.

t. Engress Experance Oudin, aged 35 years.

PROCTOR.—On Saturday, Nov. 3, Elizabeth Proctor, beloved daughter of heary and Mary Proctor, aged 4 years and 5 mouths.

Relatives and friends are respectfully invited to at tend the funeral from her parents' residence, 338

of Deplem Remor Rosand mother of Capt Charles F. Round Tomp A. New York. mercal service at St. Thomas's Church, 53d st. and Wednesday, u it. M.

SMITH, Peter, beloved husband of Annie Smith, on North of provincents, in the 424 year of his age Funeral from a - tate residence, 251 West 51st at., on Monday, No. 5 of 1 o'clock P. M. interment in Calvary Comet-

A - WOODLAWS CEMETERS OF ST. WOODLADS ST. WARTING MITH WARD. HARLING RAILWOAD.

THE HUMAN HAIR.

Bachester Maturin's Melmoth, Dinnas a tact. "Gittern timmer Whitefriace others. Phart other, 12th at

THE TRUTH ABOUT RAPID TRANSIT.

Interest in to-morrow's election so completely absorbs people's minds, that nothing else, for the moment, receives much attention, Congressmen are to be chosen upon whose politics the fate of momentous national measures depends; the control of the State and of the city overnment is at stake; radical amendments to the Constitution are to be accepted or rejected; an opinion is to be expressed for or against the consolidation of New York with Brockiyn and Staten Island, and, finally, the voters of the city are to say whether they will or will not author-ize the borrowing by the city of \$36,000,000 or more, and its expenditure in the construction of a numicipal rapid transit railroad.

In this multiplicity of questions submitted to the judgment of our citizens, it is impossible that all should receive equal consideration, and there is great danger that the last of the series have mentioned will be passed upon without that knowledge of facts and of possible results which are essential to a correct decision of it. The public have been kept by the promoters of the scheme, for which their approval is solicited, completely in the dark as to its details; merits have been attributed to it which it does not possess; its defects have been concealed or their existence denied; and, in short, a continual stream of misrepresentation and even of actual lies has been poured forth on its behalf, calculated to deceive every one who does not take the pains to investigate the subject for himself,

By one of the curious inconsistencies of human nature at which the careful observer of events has frequent occasion to wonder, the very men who are most earnest in denouncing the extravagant expenditures of Tammany Hall, and who are using the evidence of corruption in its members brought to light by the testimony before the Lexow committee as a reason for the overthrow of the entire organization, are at the same time, either actively or passively, promoting an undertaking which is sure, ultimately, to throw into hands like those of Tammany or worse, the expenditure of \$50,000,000. The stealings of the Tweed ring amounted to \$6,000 .-000, the new Croton aqueduct cost the city at least \$3,000,000 more than it ought to, but mudeipal rapid transit, if it ever goes into operation, will afford opportunities for plunder by the

The childlike simplicity with which it is over and over again repeated that no fraud or extravagance is possible in the construction of the proposed municipal rapid transit road is, in the light of the experience of the last twenty-five years, nothing less than amazing. In the appeal to voters in favor of the scheme recently put forth by the Chamber of Commerce, and to which the names of seven of our most eminent citizens are attached, the declaration is made that "In addition to the guarantee which the high character and ability of the commission assure the provisions to prevent extravagance in construction and in the expenditure of money are ample and businesslike." As to the character and the ability of the commission the less that is said the better for some of its members. There are men upon it whose character is not above criticism, and whose ability is mediocre. Even if they were all that is claimed for them they would be no match for the cunning which will be called into exercise to outwit them, and as to the provisions of the act which they are to execute, they are but written words and in themselves have no more strength than cobwebs. Be sides, the present commission can be abolished by the same power that created it, and the act can be amended. To depend upon either the commission or the act for the protection of the

ity against fraud is pure folly. The pretext for embarking the city in this hazardous scheme is that additional rapid transit facilities are absolutely necessary to the city's welfare, and that they can be obtained in no other way than by a road built at the city's expense. These propositions have been repeated so often and so confidently that with thousands of unthinking people who know nothing of the facts they have become accepted as true, and yet they are not true, but directly the reverse. Thus, in the appeal of the Chamber of Com-merce, just mentioned, it is said that "the cars of the Manhattan Elevated Railway, during the crowded hours of the morning and evening, are nacked like a cattle train, both inside and on the platforms, with as little regard to the health and comfort of the passengers as if they were so many animals on the way to the market, and there is no hope of any immediate relief unless the proposed law is sustained by your votes." This is not merely rhetorical exaggeration, but a downright untruth. The Manhattan elevated trains are, indeed, crowded morning and evening, but to nothing like the extent described, and the rest of the day they run half empty. That they are crowded at all is due not to the lack tience of passengers who will not wait their turns, but insist on entering cars already filled. To hold out to the public the premise that the proposed underground road will be able to furnish a seat to every one of the multitude that desires to come down town during two hours in the morning and return during two hours in the evening is illusory and deceitful. No railroad company has ever yet been able to do it, and none ever will be. Equally false is the assertion that there is no hope of immediate relief unless the proposed scheme is adopted. As much relief as is possible will be furnished within a few weeks by the new Columbus avenue cable road, and next spring by another cable in Lexington avenue. When these two lines are in full operation the travelling public will have four cables running north and south, four elevated steam railroads, and seven horse car roads. It is also in contemplation to cable the Sixth avenue horse road, still further enlarging the means of up and down town transportation. To say, therefore, that the proposed underground road, which, even with four tracks, cannot possibly add more than 15 per cent, to existing transpor tation facilities, is the only means of relief, and that, although it cannot be finished and put in operation in less than seven years, the relief it will afford will be immediate, is simply false.

It is also confidently but falsely asserted that the city runs no risk of loss by investing \$50,000,000 in the proposed road, since the profits of its operation will repay in thirty-five years not only the interest, but the principal of the investment, leaving the city the owner of the property free of all debt. This is nothing more nor less than counting one's chickens before they are hatched. To borrow so large a sum as \$50,000,000 the city will have to pay the full 35g per cent, per annum allowed by the rapid transit act, and to this must be added I per cent, per annum required to extinguish the principal making a total of the per cent, per annum, which, on \$50,000,000, amounts to \$2,250,000 per annum, without allowing any profit to the contractors who are to operate the road. The Third avenue cable road earns net only about \$1,200,000 per annum, the average net earnings of each of the four elevated roads are less than \$1,500,000 per annum, and those of the horse car lines are of course still smaller. The projected underground road would get little or nu short tracel in competition with the surface and elevated roads, and its entire would have to be derived from the through and long distance travel, which on the elevated roads constitutes less than one-half of the whole, and which, therefore, cannot be counted on to yield more than \$750,000 per annum as a centainty. though, of course, the road might do better in time. At any rate, to assert as a fact beyond question that if the city invests \$50,000,000 in the scheme to be voted on to-morrow, it runs to risk of loss, is something which no business in in who has a due regard for his reputation will senture upon doing.

That the undertaking, in the opinion of men who judge of it, not as irresponsible advocates of a scheme which they have not thoroughly in vestigated, but as owners of capital the loss of which they are to bear themselves, offers re-certainty of profit, is sufficiently proved by the fact that when the privilege of building pre-risely the same road that is proposed by the Rapid Transit Commission was offered at public auction to December, 1892, months before there were any signs of the panic of 1863, no one would hid for it. Even in those flush times, and with the cable roads not yet demonstrating, as they do now, their power to take business away from steam lines, the most sanguine speculature could not be tempted into spending money in the foolish way that the

city as a corporation is now asked to spend it. It is said, I know, that the city has the advantage of borrowing money at a low rate of interest, but this is a fallney which overlooks that the contractors who are to build and operate the proposed road must, before they can get any recompense for their own services. but I per cent, in addition. At this moment, if the franchise were worth 414 per cent, per annum, all the money needed to make use of it could be had at that rate without requiring aid from the city. The mere fact that this aid is necessary shows that the risk is more than pri vote capital is willing to assume, and that, therefore, the city is more likely than not to lose by assuming it.

The truth is, that the clamor for this municipal rapid travit road proceeds mainly from residents in Harlem and owners of land there who desire to have their special interests bene-fited at the expense of the whole body of taxpayers. They are assisted by a small but maligpant band of men who have conceived a violent hatred of the Manhattan Elevated Railroad Company, and fancy that they can injure it by building a competitor to it. Then there are the politicians and others, who see in the spending of \$50,000,000 by the city chances for unlimited personal profit, and they have persuaded the good-natured, easy-going members of the Chamber of Commerce that the scheme is one of great public utility. Against all these agencies the taxpayers can protect themselves only by going o the polls to-morrow and voting the ballot Against Municipal Construction of Rapid MATTREW MARSHALL Transit Road."

FINANCIAL AND COMMERCIAL.

New York Stock Exchange-Sales and Range of Prices on All Securities Dealt in Buring the Week Ending Nov. 2, 1894, NITED STATES AND STATE BONDS (IN \$1,000s)

RAILROAD AND OTHER BONDS (IN \$1,000s).

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Total sales, 891,206 shares.

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The Treasury balance at the close of business on Saturday was \$106,411,220, of which \$60,-891,693 was gold. The national bank note cir. culation outs anding at the close of business or Saturday was \$207,500,140, a decrease for the week of \$29,363. Balance of deposits to redeem national bank notes, \$28,563,026, an increase for the week of \$445,451.

The imports of general merchandise, including dry goods, at the port of New York last week were \$10,628,273, against \$7,645,3001 the previous week and \$9,416,071 for the corresponding week of last year. The imports of specie were \$90,537, of which \$16,535 was gold, making total specie imported since Jan. 1. \$16,537,061. Exports of specie were, gold \$26,920 and silver \$573,072, a total of \$599,-992, against \$578,660 the previous week. The exports of specie since Jan. I have been, gold \$84,888,453, and silver \$29,192,950, a total of

The weekly statement of averages of the Clear-ing House banks shows:

Heave \$217 138,700 \$711,980,500 Dec. \$458,200 Re'e re'd. 148,578,800 148,776,225 Inc. 209,425 Aurple \$61,864,900 \$63,201,275 Dec. \$660,825 The surplus a year ago was \$52,013,450, and wo years ago \$2,678,525.

Financial.

RICHARD V. HARNETT & CO. HENRY W. DONALD. Auctioneer

REGULAR AUCTION SALE STOCKS AND BONDS,

MONDAY, Nov. 5, at 12:30 P. M., At the Real Estate Exchange and Aurtion Room, 50 to 65 Liberty St. For account of whom it may conce

100 shares Me hanter National Bank 525 care.
306 shares N. av Motor (magnets N50 such.
306 shares The Underground Electric Child Company.
5100 shares The Underground Electric Child chares
100 shares The Compared at Telegram to, \$100 cach,
5,000 shares the Compared Telegram to, \$100 cach,
5,000 shares Harris their trajectors to, \$10 cach,
40 shares The Marshall Consolidated Coal Minington,
\$10 cach 40 shares The Marshall Consolidates Coal Mining Co.

\$3,000 Ohio Valler Hallmay Co. General Committed and a fine and it Mortage 5 per cent. Guaranteed Runda, thus stay 1, 100.

\$5,000 Louisville. Evanuestin and St. Louis Committed Runda (dated L. F. Evanuestin and St. Louis Committed Acted L. F. Evanuestin and St. Louis Committed States L. F. Evanuestin and St. Louis Committed States Provide Bounda 1, 100.

\$5,000 Louisville. Evanuestin and St. Louis Committed St. Evanuestin and St. Evanuestin a

Line at Auctioneers', 71 and 73 I herry st. T. E. WARD & CO., Offices N. E. corner dath St. & 7th Av. N. V. BANKERS AND BROKERS,

CRAIN, ("DINDEND box 120, Sun office. Address STOCKS, BONDS, COTTON, COFFEE. Bought and sold for cast or on 3 to - per cent. margin.

Call or send for our daily letter and circular

TO THE GENERAL MORTGAGE BONDHOLDERS, INCOME BONDHOLDERS.

financial.

Financial.

T'18 S:

REORGANIZATION COMMITTEE

OF THE

Northern Pacific Railroad Co.

calls for deposits under its Agreement of February

Second Mortgage Bonds,

Third Mortgage Bonds,

Consolidated Mortgage Bonds,

AT THE

where negotiable Certificates of Deposit will be de-

solts, HAVING DUE REGARD TO THEIR RESPEC

bonds with this Committee, that they may participate

LOUIS PITZGERALD, JOHN C. BULLITT, CHARLES H. GODFREY.

SAMES STILLMAN, ERNST THALMANN

Mills Building, New York City, July 30, 1894.

RICHMOND TERMINAL REORGANIZATION.

To all Holders of our Reorganization Re

to all Molders of our Reorganization Re-celpts for securities of the Blehmond and West Point Terminal Railway and Ware-house Company, Richmond and Dapuille Railroad Company and System, East Ten-nessee, Virginia and Seorgia Railway Company and System:

On and after November 2d we shall be prepared to receive our Reorganization Certificates for conversion

into securities, as provided in the plan of reorganiza-

Each holder must deliver to us all Reorganization

Certificates held by him, for the various old securities, which will be scheduled and consolidated by us. One

sundred Schedules will be taken in by us on each bus iness day, and the new securities, in exchange, will be delivered on the following day.

All Reorganization Certificates (unless "to bearer"),
MUST BE EXDORSED IN BLANK; and, if stock is

desired in any name other than that appearing on the face of the Beorganization Certificate, its assignment must be acknowleded before a Notary Public or attest

ed by some person satisfactory to us.

The new bonds are for \$1,000 each. Persons entitled

to fractions of a bond or of a share may either sell the fractions to us, or we will sell them such amounts as

may be necessary to entitle them to an entire bond or

Holders transmitting Reorganization Certificates by mail will please indicate whether they wish to sell or

buy such fractions, and whether they wish the new se

curities sent by registered mail or by express at their

New York Guaranty &

Indemnity Co.,

59 TO 65 CEDAR STREET, N. Y.

Mutual Life Building.

CAPITAL, - - \$2,000,000

SURPLUS, - - \$1,000,000

In addition to its special charter privileges, this Company possesses all the powers of Trust Compa-nies under the New York Banking Laws; acts as

Executor or Administrator of estates, and is a legal

Trustee for Corporations, firms, and indivi

GEORGE R. TURNBULL, 2d Vice-President.

WALTER 6. OAKMAN, President, ADRIAN ISELIN, Jr., Vice-President.

depository of trust funds.
INTEREST ALLOWED ON DEPOSITS,

DREXEL, MORGAN & CO.

Augustus D. Juilliard,

James N. Jarvie, Richard A. McCurdy, Walter G. Oakman,

EDWARD D. ADAMS, Chairman.

Reorganization Committee.

23 WALL STREET.

NEW YORK, November 1st, 1894.

A. MARCUS, Secretary,

n the reorganization thus assured.

J. D. PROBST

MERCANTILE TRUST COMPANY, N. Y.,

Philadelphia and Reading Railroad Company.

NOTICE IS MERERY GIVEN that the ndersigned Committee have completed a Pian of Readjuntment, copies of which may be obtained from any of the undersigned or from any of the Daponitaries named below. THE PHILADELPHIA AND READING RAILROAD PENNSYLVANIA CO., etc., Philadelphia. DEUTSCHE BANK, Berlin, Frankfort, Hamburg. COMPANY and the Receivers have been authorized by the United States Circuit Court to enter into an agree livered to depositors.

United action by these three classes of MAIN LINE BONDHOLDERS will result in such a control of the property as will secure to them the best attainable rement to issue the securities and make the payments as provided for in the plan, in case the same shall be declared effective by the Committee and Board of Managers of the Philadelphia and Reading Railroad

Holders of General Morigage Bonds are required to deposit their bonds (for which Trust Company receipts will be issued) and to assent to the plan above mentioned and the bondholders' agree plan above mentioned and the bondholders agreement. IMMEDIATELY UPON SUCH DEPONIT AND ASSENT THE COMMITTEE WILL PAY, IN CASH, PAR AND ACCRUED INTEREST TO JAN, I, 1895. FOR THE OVERBUE COUPONS OR FOR ANSIGNMENTS OF THE OVERBUE REGISTERED INTEREST, ASTRECASE. The deposit of a majority of the Third Morlange Bonds makes it more important that the holders of the Consolidated Bonds should also deposit their MAY BE, BONDROLDERS MAY, IN-STEAD OF CASH, RECEIVE TEN-YEAR 6 PER CENT, EQPITABLE INTEREST CERTIFICATES, REDEEMABLE AT 165, AND SECURED BY THE DEPOSITED

COUPONS OR ASSIGNED INTEREST.

A syndicate has been formed to purchase the coupons and registered interest of the General Mortgage Bonds up to and including January 1, 1998, in case the company does not pay the same, and in case the holders of assenting bonds prefer not to take the Scrip above mentioned

Income Bondholders and Stockholders

are required to deposit their respective securities (for which Trust Company receipts will be issued) and to agree either (1) to purchase at par and accrued interes five per cent. Collateral Trust Bonds of the Phila delphia and Reading Railroad Company to an amount equal to ten percent, of the par value of their respective holdings; or (2) at their option to contribute an amount equal to three percent, of the par value of their re-spective holdings, for which contributions no obliga-tion of the Railroad Company will be issued to them. Deferred Income Bondholders are required to deposts their bond and to pay a cash contribution of & of one per cent., for which contribution no obligation of the Railroad Company will be issued to them. Deposits of securities must be made under this plan on or before DECEMBER 31, 1894, with one of the following

The Central Trust Company of New York. 54 WALL STREET, NEW YORK CITY. Finance Company of Pennsylvania. 431 CHESTNUT STREET, PHILADELPHIA. The London County Bank.

DATED OCTOBER 30TH, 1894.

FREDERIC P. OLCOTT, Chairman,
ADRIAN INELIN, JR., J. KENNEDY TOD, HENRY BUDGE, THOMAS DENNY, GEORGE H. EARLE, JR., SIDNEY F. TYLER, SAMUEL R. SHIPLEY, RICHARD Y. COOK.

FREDERIC W. WRITRIDGE, JOHN 6, JOHNSON, MAYER SULZBERGER, GEORGE L. RIVES

J. N. WALLACE, Secretary, 54 Wall Street, New York City.

Blake Bros. & Co.

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CITY OF BOSTON

PARK LOAN.

October 1st, 1914.

THE STATE TRUST CO.,

36 WALL STREET.

Capital and Surplus, \$1,800,000.

Acts as Trustee, Registrar, Transfer au-

Committee of Estates. Takes full charge of

Real and Personal Estates, Interest at

FRANCIS S. BANGS, President.

MAURICE S. BECKER, Treasurer.

TRUSTEES

Equitable Gas Light Co. of N. Y. Stock and Bonds. Indiana Nat. & HFg Gas Co. Stock &

Indianapolis Gas Co. 6s and Stock. Met, West Side Ele. R. R. (Chicago, 5s.

West Side Construction Co. Stock. Rapid Transit and Bridge Construc-

tion (Alley) Stock. X. Y. and East River Gas Co. Bonds and

Standard Gas Light Co. of N. Y. Bonds

Cincinnati, Jack. and Mac. R. R. 4s.

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Smallest expenses.
No delays.
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\$50,000,000 loaned during past four years

TITLE GUARANTEE

CAPITAL AND SURPLUS, \$2.861,633.

APPLIABLE ADVELTISEES PLACE THEIR SUBJECT PER LINE

Fayette Gas Co. 6s and Stock

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Andrew Mills.
William A. Nash.
George Foster Peabody.
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Henry Steers.
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Correst H. Parker.
Charles Scribner.
White.
George W. White.
George W. Wright.
Fervival Knamh.
Jone A. Melntyre.
Thomas A. Melntyre.

W. L. TRENHOLM, Vice-Presidents,

\$500,000

\$300,000

HENRY A. MURRAY, Treas, and Sec. J. NELSON BORLAND, Assist. Treas. and Sec. DIRECTORS. Samuel D. Babcock,

George F. Baker, Frederic Cromwell, Walter R. Gillette, October 1st, 1924.

an entire share.

George Griswold Haven, Henry H. Rogers, Charles R. Henderson, Frederick W. Vandertes J. Hood Wright.

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United States Mortgage Company, The Mutual Life Building,

59 CEDAR STREET. CAPITAL \$2,000,000 SURPLUS..... \$600,000 Offers its 5 % First Mtge.

Trust Gold Bonds, Series B, at 1023 and interest.

THESE BONDS ARE THE DIRECT OBLIGATION OF THE COMPANY SECURED BY FIRST MORTGAGES ON IMPROVED CITY PROPERTY. An absolutely sale investment.

TO THE FOUR PER CENT. CONSOLIDATED MORTGAGE BONDHOLDERS OF THE

ST. LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

The undersigned, at the request of the to down of a large amount of the above named tomas, have even sented to act as a committee to protect their betweens and have prepared a bondholders' agreement, on file WITH THE AMERICAN LOAN AND THE STORMPANY OF BOSTON AND THE MANHATTAN THUN, COMPANY OF See York copies of which can be obtained from them or from any member of the simulative. All bond below when dears to arm it members of the briefs thereof are invited to call at allber of the true comprassion and state the name.

FRANCIS PEABODY, JE., British, Maisd. KENNEDY TOD, New York. PREDERICK W. WHITRIDGE, New YORK

Cincinnati, Jackson & Mackinaw · Railway Company.

HOMANS & CO., No. o WALL STREET. MENTHEAT SECURITIES.

Financial.

Reorganization

Toledo, Ann Arbor and North Michigan Railway Company,

HOLDERS OF THE BONDS OF THE Tol., A. A. & Grand Trunk Ry Co.
Tol., A. A. & North Michigan Ry Co.
Tol., A. A. & Mt. Pleanant Ry Co.
Tol., A. A. & Cadiline Ry Co.
Tol., A. A. & Lake Michigan R's Co.
Frankfort & South Eastern R'y Co.

A LAG ENT. BONDS and STOCKHOLDERS OF THE TO-WAY CO, are advised that the undersigned committee have furmulated a plan for the reorganization of the said Toledo, Ann Arbor and North Elchigan Railway Co., and that said plan together with Bondholders'

agreement is now filed with the
METROPOLITAN TRUST CO., 37 Wall st.,
and the CENTRAL TRUST CO., 54 Wall st.,
New York city.
The plan and agreement can be obtained by apply TIVE LEGAL POSITIONS.

Bondbolders are referred for furnish details 1 information to this Committee's circular No. 6, of only lid. A majority of the Third Mortgage Bonds having been deposited with the Committee, the Certificates have been listed upon the New York Stock Exchange.

ing to either of said Trust Companies or to the Secre-tary of this Committee. Copies will be mailed to all bomboders whose addresses are on file with the Com-THE METROPOLITAN TRUST CO., 17 Wall at., New York city, is the depository for the Tol., A. A. & Grand Trunk Bonds, Tot., A. A. & North Michigan Bonds,

THE CENTRAL TRUST CO., 54 Wall st. New York city, is the depository for the Tel., A. A. & Mr. Pleasant Bonds, Tel., A. A. & Cadillac Bonds, Tel., A. A. & Lake Michigan Bonds, Frankfort and South Eastern B'y Bonds,

Consolidated Mortgage 5 per cent. Bonde Tol., A. A. & North Michigan R'y Co.

Bondholders are urged to deposit their Bonds under said agreement on or before December 1, 1894. GEORGE W. QUINTARD,

AMOS F. ENO.
J. EDWARD SIMMONS. E. R. WRIGHT, ROBERT M. GALLAWAY,

H. C. MARTIN, CYRUS J. LAWRENCE, Reorganization Committee

LORD, DAY & LORD. D. C. TATE, 96 Broadway, Secretary.

The Pinn and Bondholders' agreement offerred by the foregoing committee is ap-proved by us, and we recommend and advisa the deposit under its provisions of the first mortgage bonds of the Grand Trunk and North Michigan Bivisions.

R. C. MARTIN.
CYRUS J. LAWRENCE
SIMON BORG.
HENRY K. McHARG.
Bondholders' Com

mitteee. JAS, H. OLIPHANT. TO THE HOLDERS OF THE GENERAL MTGE. 6 % BONDS

Memphis & Charleston Railroad Co. At the instance of a large number of the holders of the above bonds, the undersigned have agreed to act as a committee to protect the interests of the bond

OF THE

As provided by the order of the Court, immediate proof of the bonds is necessary. You are therefore re-quested to deposit the same with the CENTRAL TRUST COMPANY of New York (for which negotiable certificates will be issued; and sign the bondholders protective agreement, copies of which can be obtained from any of the undersigned or at the office of the

Central Trust Company.
Dated NEW YORK, Oct. 2, 1894. SIMON BORG. J. KENNEDY TOD, ALBERT S. ROE.

WALLACH & BEACH, of Counsel. TO MAKE PROFITS INVESTMENTS

send for our "360s PAGE MANUAL." Hinstrated with railroad maps showing the location of the principal reads, and containing the information necessary to successful investment or speculation including highest and lowest prices of Stocks, Bonds, Cotton, and drain for ten years. STOCKS, BONDS, BONDS, GRAIN, bought and sold for each or on a 3 to 5 per cent, margin. Commission, 1-16.

DETERMINING THE FINANCIAL RE-SPONSIBILITY OF THE FIRM YOU DEAL WITH IS AS IMPORTANT AS SELECTING THE RIGHT STOCKS. Twenty years' experience and a clientele the largest of any house in New York. NATIONAL BANK REV-ERENCE PUBLISHED PRIVATE WIRES TO BOSTON AND CRICAGO.

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Atlantic and Pacific R. R. Co. 4% Guaranteed Trust Gold Bonds.

The associated committees at Amstersiam, Holland, Frankfort-on Main, and New York now represent \$10,400,000 of the ableve bonds. The New York Committee will continue for the prevent to receive deposits of bonds with THE STATE TRUST COMPANY. Y. CITY, or the SHAWMUT NATIONAL HANK, BOSTON, and have engraved negotiatile receipts therefor.

N. Y., Nov. 2, 1884. N. Y., Nov. 2, 1894.

PRANCIS S. BANGS (President of the State Trust Company), J. G. McCULLOUGH. OTTO T. BANNARD
President Continental Trust Company,
G. J. WETZLAR
Of J. D. Probit & Co.,

WILLIAM BASSET, Souton, Committee, STETSON, TRACY, JENNINGS & RUS-

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INDIVINATED LEGAL DEPOSITORY
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Money to found on Hond and Morgange.

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(HARLES T. BARNEY, Voc President.

(HARLES T. BARNEY, V

The THE RESIDIOLERIES OF THE THOMSON THE RESIDENCE COMPANY OF NEW YORK Company of the East Hiver Electric Light Company in a major of the modeless of the houses of the above emiliary majors induced in modeless of the house of the Earl Liver Company is a modeless of the Earl Liver Company in the following the support of the Earl Liver Company is a model to the Earl Liver Company in the Earl Liver Company is a model to the Earl Liver Company in the following major product from the law may be supported to the Earl Liver Company in the agreement which has been that the first of the Earl Liver Company in the agreement which has been that and far least the support of the Earl Liver Company and far least the Earl Liver Company in the far least the Earl Liver Company of the far least the Earl Liver Company of the following the Earl Liver Company of the following the Earl Liver Company of the following the Earl Liver Company is the Earl Liver Company of the Earl Liver Company in the Earl Liver Company in the Earl Liver Company is the Earl Liver Company in the Earl Liver Company in the Earl Liver Company is the Earl Liver Company in the Earl Liver Company is the Earl Liver Company in the Earl Li

Dividends and Anterest.

THE WESTERN UNION BEEF CO. NOTH E TO STOCKHOLDERS.

The clockholders in the above their compact are notified that they may bear now part colors of the process of the second and after the feet tenrantization of said connected to any colors of the process of t

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BATES 25c. PER LINE.

Heast 15th et., to-day (Monday) at 2 P. M. McMTC KEN, Entered into rest, on Nov. 4, 1891. Ora Frances Weeks, wife of James A. Nchicken.

meral services from her late residence, 7 South att place, Brooklyn, on Tuesday, Nov. 6, at 4 -u. P. M. Path, Me., papers please copy soddenly. Sunday, Nov. 4, at her late veslens, labihav, NewYork, Josephine &. Ros, widow

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